

**MINUTES OF THE
WEST LAFAYETTE REDEVELOPMENT COMMISSION
July 16, 2007**

Redevelopment Commission members present: Steve Belter, Larry Oates, Earle Nay, Patsy Hoyer, and Diane Damico. Also in attendance: Mayor Jan Mills, Clerk-Treasurer Judy Rhodes, City Attorney Bob Bauman, City Engineer Dave Buck, Fire Chief Phil Drew, Tom Gall of T. J. Gall & Associates, Josh Andrew, Charlotte Martin, Beverly Shaw, and Deborah Kervin of the Department of Development, and citizens and members of the media.

Mr. Belter called the meeting to order at 11:07 a.m. Mr. Belter asked were all the appropriate meeting notices and agendas posted and mailed? Ms. Kervin answered yes, they were.

OLD BUSINESS

Mr. Nay made a motion to approve the June 18, 2007 minutes. Mr. Oates seconded. Mr. Belter asked if there were any corrections. There were none. The motion to approve the minutes as presented passed unanimously 4-0.

NEW BUSINESS

Mr. Belter said the first item of business is the authorization of the trustee to pay claims. Mr. Oates made a motion to pay the claims as presented. Ms. Damico seconded.

Mr. Belter said it looks like we have two fire trucks. We're paying almost \$420,000 per truck to Pierce manufacturing. Ms. Martin said they have to deliver the check when they pick them up and it will be before the next meeting. Mr. Belter said and this is in northern Indiana? City Attorney Bauman said it's in Wisconsin. Mr. Buck said they're going to be done by the 31st and that's when they're going to look at them and then drive them home.

Mr. Belter said Tom do you want to give us an update on the other bills? Mr. Gall said the Bennett's invoice is for the Cumberland berms.

Mr. Gall continued with a couple of things over on Chauncey—the storm and sanitary sewer project is progressing. They will be going across Columbia tomorrow and the next day. The sanitary portion of that project is complete. They'll finish the storm connections this week. They're rapidly trying to finish up the curb, gutter and sidewalk portion. So that project is staying within its boundaries. The next thing is to try and get curb, gutter and sidewalk in around the building which has got a long way to go. Mr.

Oates said it sounds like we're staying right on schedule as far as opening before the students get back. Mr. Gall said one of the things that I think is being worked on concerning this project is using some pervious paving strips on Salisbury toward the south end to try and take storm water directly into the sub-grade and keep it out of the wastewater treatment plant or from going directly to the river. It's one of those newer initiatives that Mr. Downey and Mr. Buck have been working on. It's a good opportunity to try this new technology where if it works, they may be able to utilize it in other areas of the town where there's really no place to take that storm water other than the combination sewers and straight to the plant. Then it becomes a capacity issue.

Mr. Oates said what kind of technology are we talking about? Mr. Gall said it's fairly new technology for pervious concrete and pervious asphalt. It basically soaks up water and sends it straight to where you have sub-grade that can take the water. Since West Lafayette is mostly on gravel bed, there are a lot of opportunities where that can work. City Attorney Bauman said it's a good fit because a significant part of the area where we have combined sewers has a sub-grade where that will work. Mr. Belter said will it do a good enough job of letting that percolate into the subsoil that we don't end up with freeze/thaw problems? Mr. Buck said that's one of the reasons why we're calling this a pilot project. It's used in Minnesota, it's used in Tennessee. They have fewer freeze/thaw cycles than we do here in Indiana. Our concern is, will freezing stop it up and the water won't continue to go down it. We're still putting the storm pipes and the storm inlets in, in case it doesn't work. That's part of the original project that we've been planning from the beginning. We're putting in almost a kind of "parking lane" of pervious concrete or pervious asphalt which is an open-graded—when you look at it from a distance, it just looks like rough pavement. When you get on it, you can see that it's actually been finished. The surface is level and smooth but there's 1/8 inch to 1/4 inch gaps at most between the aggregate. It's held together by either asphalt or thin cement. This is very strong. Will it freeze and break and pop? Will it fill up with silt and sands? We've heard that you can pressure wash it clean and it doesn't get any deeper than 1/4 inch inside the surface so it is cleanable.

Mr. Oates said what is the life of the surface? Mr. Buck said it's the same or as long as the regular material. Mr. Gall said we have an opportunity since it's completely torn up on both sides to put some of this material in and see how it performs. Ms. Shaw said and that water becomes available to the tree roots. Mr. Oates asked what's the difference in pricing as far as regular asphalt versus this stuff? Mr. Buck said we'll let you know, we're doing this on a time and material basis with a cap. It depends on how much of a drainage layer and geo-tech grid you put in; you're basically making a French drain. But, ton per ton of material to material, it's very close just for the material itself; it's just the installation labor difference. You have to finish it differently than concrete; you especially have to finish it differently than a normal concrete slab. Mr. Buck continued with we're going to watch it closely for the next several seasons and see how it performs. There are catch basins in the City that don't have pipes coming into them; they just go straight in the ground and percolate. They percolate fast enough that as fast as the

water comes in, it's going out into the gravel aquifer areas. So, it's something to take advantage of, if we can. Mr. Oates said it would be much more cost effective if it works than tearing up streets and putting in pipes. Mr. Gall said it's very cost effective in the capacity of the plan.

Mr. Gall said as I mentioned to you in a report last month that we did finally, six or eight months after the fact, get the Verizon bill. They have not resolved that internally. We did do some additional work toward the end of that project. There was an overhead line in an alley that was going to end up being the only overhead line along that area that we put underground. We're waiting for them to come back and give us a final answer on that invoice. Hopefully, we'll be able to report that to you next month. I think that there are sufficient funds in the current appropriation for the work around the Chauncey/Salisbury area that you could pay the difference. I don't know if you'll have to move some funds. We'll figure that out before next month.

Mr. Gall continued with the Midway Planting Project has been done for awhile. Twenty-one of the bayberries have now been taken back out and we'll wait for fall to replace them. We'll work with Joe Payne in the next month to determine if there are any additional areas that we need to plant with prairie grass as they begin the mowing and maintenance of that area. We still have some areas that are fairly steep and some funds left in that appropriation that allows us to plant some other materials. We're going to try to determine that before next month's meeting so we can do that in the fall. It would still be within the appropriation that you've already put together for the project. There will be some trees being planted this fall; some as a result of the heat and the lack of water, and some as a result of three weeks of extra winter that we had this year. We've walked the entire site and checked all the trees in the spring. Almost all of them were leafing and coming out fine when we had a two to three week cold spell hit, we lost probably half a dozen. There will be some replacements.

Mr. Gall said the work that has been contracted for on the Wabash Landing Parking Garage has been completed. Next month we'll be talking about doing the deck coatings this year or waiting until the next year.

Mr. Belter said while we're on the subject of roads, Dave do you want to talk about Lindberg? Are we still waiting for test results? Mr. Buck said we have been meeting with INDOT and our testing company, Alt Witzig, has been running a series of tests. They used the first sample test boring that we took back in April or May and unfortunately their test machine broke during the test. They took a second sample to another company to have it tested. We're running a third test and we're waiting for that written report to be completed to try to verify that yes, that is actually that high; the sheer strength in that soil. Once those written results, which we're supposed to receive this week, are distributed to everybody, the folks at materials and testing at INDOT in Indianapolis, are going to look at it and give us their opinion on whether or not it's a comprehensive enough of a sampling to call it uniform for the entire area of the fill. This

is just that three foot of fill over the top of the piling. After we receive the results we can formulate an official position on it. I'd like to get to that point as soon as possible, obviously. If we can get INDOT and the City to agree with each other on what that result means, then we can move forward and put the ball back in Atlas' court.

Mr. Oates asked what's the current status on the road? Mr. Buck said it's moving again and it's still fluctuating between the piles. It's not as significant or to the magnitude as it was back in the fall and towards the winter of 2005 when we put the overlay back on. We'd like to get a formal position made as to the fill zone over the top of the pilings and go forward from there with a request for either Atlas or their subcontractor to come out and fix it or everybody to get together and determine what direction we need to go to fix it as a group.

Mr. Oates said would it behoove us to put up a rough pavement sign or something like that in that area? I'm just thinking in terms of people that are unfamiliar with that road. Mr. Buck said I have a meeting with INDOT later this week; I'll bring it up with them and see if they feel that's appropriate. Mr. Nay said is it possible that we're going to have to put another layer of asphalt down? Mr. Buck said at this point, that may be the most economical solution. We now have three lanes of a nice wide, safer road than what was there before. Mr. Nay said this is embarrassing to the people who don't know the real story or don't pay attention to it. Unfortunately, it all reflects on the City and that's unfair. There's certainly a lot of noise about it. Mr. Buck said it's an example, in my opinion, of the bureaucratic process that a municipality has to go through to access those federal dollars and the amount of authority and approval INDOT's role plays in administering those federal gas tax dollars back to those small communities who have no other choice but to go that route, or else the projects would never happen.

Mr. Belter asked are there any other questions about the payment of the claims?

Mr. Oates said I have one for Judy. (Rhodes, Clerk-Treasurer) Those two bills that we have from you—one is to reimburse the payments you've already made on the taxes and the other is to pay the one that's due in November, is that correct? Ms. Rhodes said yes. Early January 2006 was when it closed and part of the land purchase agreement was that there was an estimate of taxes due based on the prior year's taxes. Actually, that estimate was made according to the agreement and that was an underestimate of what turned out to be the tax liability. Mr. Bauman said the pro-ratio is the standard method used in real estate transactions. The possession date (Burnham's) is coming up towards the end of this month. Mr. Nay said is the building vacant? Mr. Andrew said no.

There was no further discussion on the claims. The motion to approve the payment of claims passed unanimously 4-0.

Mr. Belter said Josh (Andrew, Director of Development), do we have any other business? Mr. Andrew said hopefully, on August 20th I'll be bringing a recertification for

the Certified Tech Park. The House Enrolled Act 1424 requires that we do that every four years. Mr. Bauman said this certainly will be a timely update on what's been going on.

Mr. Belter said Fire Chief Drew, do you have any updates for us? We just bought two fire trucks. Chief Drew said we've just come back from Wisconsin. We spent the second half of last week up there looking at the trucks and inspecting them. They're two weeks from being finished and being driven to West Lafayette. They all look good. We've identified a couple of mistakes, which is not uncommon, and got those taken care of. They should be done when we go back up there in a two weeks. I was real pleased with everything I saw up there. Mr. Nay said these are multipurpose? Chief Drew said yes, they are both fire and medical. Mr. Nay said how much water do they carry? Chief Drew answered 400 gallons.

Mr. Belter said how is the station itself going? Chief Drew said the temporary station is on schedule and it's coming along fine. Mr. Buck said I do have a change order that I'm bringing to the Board of Works tomorrow. It's a deduct of \$70,000 from the things that we've taken out of this phase. We still are working through costs with Duke Energy on the power service—they did 3-phase out there. We've been back and forth between \$0 and \$17,000. We can't get them to commit to a better number but also a way that we would like to see them serve the site, which is different from the way that they are asking to serve the site; coming from clear out at the intersection at Salisbury and Kalberer, when there's 3-phase power at the lift station. The single-phase service at the barn is not a problem and we're using that. The heating and air-conditioning is going to run on a 3-phase and getting that out there and having two services and a fire wall and some other building code issues we've worked through. But now which pole they come from and how much copper wire we pay for and a trench is what we're trying to get them to come back from. Where the truck is going to park is coming along nicely and the garage doors are in. The door was donated and saved us some money. We did run into some more asbestos; there was another 120 feet of insulation on some pipe that we didn't know about. It was encased in a wall. So that was another \$1,000 or \$2,000 more onto our asbestos number. Hamstra is doing a great job and they're great to work with. They're helping out every chance where they can and giving us ideas of where they can save some costs and save some time.

Mr. Oates said is there going to be an opportunity for the Redevelopment Commission to tour of the facility? Mr. Buck said the hazardous things are getting cleaned up. They're framing in walls and putting in exterior insulation and starting the drywall this week. There will be quite a bit to look at by the end of this week. I'd say in the next two to three weeks we can set something up. Mr. Oates said what's our plan when we have the new fire trucks arrive on the 1st of August, where will we put them? Chief Drew said the bay area at the temporary station is supposed to be done by July 31st. Mr. Oates said and the other one is going down in New Chauncey, okay.

Ms. Hoyer said I visited the other two fire stations and talked with a number of the fireman and it was very interesting and illuminating on the issue of firehouse equipment; how they work, how they're put together, what fireman need when they're there 24 hours. I'm sure that Phil (Chief Drew) would be happy to have other people visit as well. I had no understanding of foam compressors and the size they were or any of that. It was very interesting about what they wanted and what they need and how the whole operation works. It was also very illuminating about how very inadequate the temporary station is going to be for a permanent station.

Mr. Oates said what is the status on the permanent fire station? Mr. Buck said we've been compiling the citizen comment forms and we got that finalized last week. We've put together the costs of the various sites which is one of the big items that I'm working on right now. I need to get together with Phil on the location and the number of calls to existing areas of the City—how many are residential, how many are commercial related, how many are just emergency medical—and put together a chart for that. There are other elements that we're working on; categories of supplemental information. What I haven't got to spend much time on is Fire Station No. 4, future fire department needs as the City grows, and what kind schedule should be considered conservatively for growing the fire department; both in personnel and field equipment.

Mr. Oates said do we have some kind of a master plan yet, as far as a timetable? Mr. Buck said the end of the year is when we want to have a decision made for the site so that we can have the spring, six months of maybe next year, to get the site formalized and plans and begin construction of it and then have a 12 to 18 month construction window.

The Commission confirmed the following meetings:

Monday, August 20 at 12:00 noon

Monday, September 24 at 12:00 noon

Mr. Belter said the last item of business is Public Comment. Are there any comments from the public?

Citizen Jan Myers raised concerns about the design of the accessibility ramps on Salisbury Street, the level of the sidewalks between the driveways, the height of the signs on Salisbury, the Lindberg Road surface, the landscaping along U.S. 52 where the new plantings were, the number of lanes on Cumberland Avenue, and emergency vehicles having to go over the curbs of the center divides in the middle of Salisbury, and the accessibility of crosswalk buttons at certain locations.

Mr. Buck agreed to contact INDOT regarding the crosswalk buttons. Mr. Gall explained that the US 52 landscaping was all under warranty and documented. Mr. Belter suggested that Ms. Myers bring pictures to ensure that she and the Commission

were talking about the same problem. Mr. Buck said I'm sure there's a reason why things were done the way they were done and it likely isn't about cost or just trying to do things cheaply. We're doing things the best we can. Mr. Nay said please don't take this the wrong way, but we're (The Redevelopment Commission) not supposed to be an engineering body. The Board of Works or the Traffic Commission are probably the people that would have more impact than the Redevelopment Commission. We don't want to hear if there are problems, we do want to hear if there is something that we can have an impact on. All we do is fund some of the projects and unfortunately, like Lindberg Road, where we funded a small percentage of it and the Commission promptly lost complete control of it entirely. I'm not saying you're wasting your time talking to us, but you may find that there might be other bodies of the government that are more responsible.

Mr. Oates said I don't believe we've funded anything on Salisbury Street. We ask questions, because we're interested in what's going on there, but none of that has come out of this Commission. I think that's good to come and let us talk about it, because there are people in the room that are hearing what we're saying. I'm sure they're taking that into consideration.

Mr. Belter asked if there was any other public comment for the Commission. There was none. Mr. Oates made a motion to adjourn the meeting. Mr. Nay seconded. The meeting adjourned at 12:18 p.m.

Lawrence T. Oates
Recording Secretary

Approved:

Patricia R. Hoyer, Vice-President

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